



**Tier II Consultation Meeting  
DRAFT Minutes – January 21, 2020**

Committee Members

|                    |                  |
|--------------------|------------------|
| John Donovan       | FHWA             |
| Michael Leslie     | EPA              |
| Chris Schmidt      | IDOT – via phone |
| Buzz Asselmeier    | IEPA – via phone |
| David Bloomberg    | IEPA – via phone |
| Russell Pietrowiak | CMAP             |

Participants

|                |      |
|----------------|------|
| Leroy Kos      | CMAP |
| Teri Dixon     | CMAP |
| Jesse Elam     | CMAP |
| Sarah Buchhorn | CMAP |
| Claire Bozic   | CMAP |
| Jose Rodriguez | CMAP |
| Tom Murtha     | CMAP |
| James Gross    | CMAP |

**1.0 Call to Order and Introductions**

The meeting was called to order at 1:33 p.m. All participants introduced themselves.

**2.0 Agenda Changes and Announcements**

There were no agenda changes or announcements.

**3.0 Approval of Minutes –September 26, 2019**

On a motion by Mr. Leslie, seconded by MR. Donavan the minutes of the September 26, 2019 meeting were approved as presented.

**4.0 Semi-annual ON TO 2050 TIP Conformity Analysis**

Mr. Pietrowiak provided an overview of the Semi-annual ON TO 2050 TIP Conformity amendments and analysis memo that was released for public comment on CMAP’s website and has been included in CMAP’s weekly email that is distributed to externally. Mr. Pietrowiak stated that at this time no public comments had been received which was not uncommon as CMAP typically does not receive any public comments on the conformity analysis memo. He also stated that most of the changes seen in the memo show that projects had to change their completion year, primarily from 2020 or before to

sometime after 2020 as it is now 2020 and the project hasn't gone to construction. The also analysis demonstrated that CMAP conformed to the budget for the region.

<https://www.cmap.illinois.gov/programs/tip>

#### **5.0 Plan Amendment Transportation Conformity**

Mr. Pietrowiak stated there will be 2 plan amendments in the spring from IDOT regarding improvements on and near I-55 in Will County. At the same time CMAP will also be conducting its regular conformity analysis for projects in the TIP that submit conformity related changes. Mr. Pietrowiak stated that the challenge is having the regular conformity process and the plan amendment process occurring at the same time. Mr. Pietrowiak stated that CMAP's approach the last time there was a plan amendment (last winter) was to do 2 conformity analysis, the first one just for the project changes for the regular conformity process and a second one, which takes those results and adds to it the plan amendment conformity analysis results. The approach Mr. Pietrowiak stated is what he calls a "stacked" conformity in which the plan amendment conformity is stacked or done on top of the regular TIP amendment conformity analysis. Mr. Pietrowiak stated that this approach has the following benefits, it allows the TIP conformity to be voted on separate from the Plan Amendment, it allows the plan amendment to have an separate vote and it potentially allows the conformity changes from the plan amendment to be more easily seen (if there are any). The committee was asked if this approach was alright, no one objected to it.

#### **6.0 2008 OZONE NAAQS Nonattainment Reclassification Status Updates**

Mr. Asselmeier discussed IEPA's latest results for NOx and VOM emissions along with a proposed new Motor Vehicle Emissions Budget (MVEB) for the CMAP region. Mr. Asselmeier stated that 2017 is the base year for the modeling being done as part of the redesignation request and they project out from that year. Mr. Asselmeier stated that there were a few things that IEPA was working on but that they hoped to submit their redesignation request for public comment in early to mid-February. After that period they would then send everything over to US EPA for their approval. Mr. Asselmeier also stated that a proposed MVEB budget has been developed in consultation with CMAP and US EPA. The budget numbers are for Ozone NOx 100.00 tons/day in 2025 and 100.21 tons/day per in 2030 and remain that for every year thereafter. The budget for VOC's would be 69.94 tons/day in 2025 and 70.07 tons/day in 2030 and beyond. The new budget would be part of a 2008 maintenance SIP. Mr. Pietrowiak stated that in comparison to the current budget this one has less NOx but more VOC which works for CMAP as VOC's in 2025 is typically the part of the budget that is tightest. Mr. Bloomberg stated that the goal was to have the redesignation request approved before the Ozone season really got going to reduce the chance that a violation occurred prior to the redesignation request being approved by US EPA. Mr. Leslie confirmed that was goal with approval potentially coming at the end of May or early June if everything goes smoothly. He also stated that if there was a violation of the 2008 Ozone NAAQs prior to the redesignation request being approved then the

request would not be approved if the design value exceeded .75 ppm which it currently is at .75 ppm. Mr. Elam asked what some of the assumptions that went into the modeling were. Mr. Asselmeier stated that they assumed a growth in VMT and vehicle population of 1.5% annually and that when it comes to emission reductions many of them come from technological improvements, which when the vehicle fleet population turns over greatly impacts emissions. Mr. Elam asked if there were any policy or regulatory changes that IEPA had assumed. Mr. Asselmeier stated that their forecast used existing policies and regulations. Mr. Pietrowiak then asked when, if approved when would a new budget be used. Mr. Leslie stated that once the new budget was approved there would be a grace period and once that was finished the new budget would need to be used.

#### **7.0 2015 Ozone NAAQs Development**

Mr. Bloomberg stated that there was no changes or updates at this time and that the nonattainment area has not changed but that there is a court case that is pending. He also stated that an emissions inventory was one of the few requirements IEPA had to do for the 2015 NAAQs and that they would be submitted this document for public comment soon.

Mr. Pietrowiak stated that in the spring there was a request to conduct a Hot Spot analysis on a project for PM 2.5. Mr. Pietrowiak stated that the region was in attainment and this was no longer a requirement but it was still a requirement in IDOT design manual. Mr. Pietrowiak then contacted IDOT to see if they could update their manual to reflect that this was no longer required which they did. Mr. Schmidt stated that IDOT did update the manual to say the state is in attainment and a hot spot analysis is no longer needed but they left the language on what the conditions are that would require a hot spot analysis should the region ever need it or go back to being in non-attainment status again. A memo from IDOT was put out explaining the change.

#### **8.0 CMAP's VIN Decoder Project**

Mr. Pietrowiak stated that the purpose of the Vin Decoder project was desire to get better classify the vehicle registration data from the Illinois Secretary into vehicle classifications more systematically and precisely. It was also stated that if this could be done for the CMAP area CMAP would likely try to do this for the whole state so that everyone could have the same input data to use in MOVES modeling. Ms. Bozic discussed the status of the project. CMAP was able to get 94% of the VIN's decoded cleanly and that the next step was to take the decoded VINs and start to map them out to the various HPMS vehicle classes. Ms. Bozic also stated that it was difficult to know what goes into the secretary of State's file as vehicle registrations by county show vastly different numbers. Mr. Pietrowiak stated that he had been told that the file changes from month to month and that it would be best for CMAP to buy the data at the same time every year to help reduce fluctuations in the data. Mr. Pietrowiak also stated that he would keep the committee informed on the status of the project.

**9.0 AMPO Air Quality Working Group**

Mr. Pietrowiak stated that the group would be meeting in St. Louis at the East/West Gateway MPO in late April and would be working a white paper on how transportation conformity is done by various MPO's.

**10.0 Other Business**

None

**11.0 Public Comment**

None

**12.0 Next Meeting**

The next meeting will be on call.

**13.0 Adjournment**

The meeting adjourned at 2:24pm.